

An Informational Report on the  
Condition of Oakland's Pavement

# **Asset: Streets**

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- Overview of Oakland Streets Asset
- Pavement Life Cycle (Life of a Pothole)
- Current Condition and Trends
- Outlook
- Options for Moving Forward
- Status of 2007 Paving Plan
- Questions / Discussion

# Total Centerline mileage

- Three Classifications
  - *Arterial* – High capacity urban roads that connect to freeways and urban centers
  - *Collector* – Low to moderate capacity that move traffic from residential to Arterials
  - *Residential* – Everything else. Residential area streets
- Federal Funding: Only for Arterial and Connector Streets

# Total centerline mileage

Arterial	179 mi
Collector	120 mi
Residential	507 mi
<b>Total</b>	<b>806 mi</b>

# Grading the Pavement

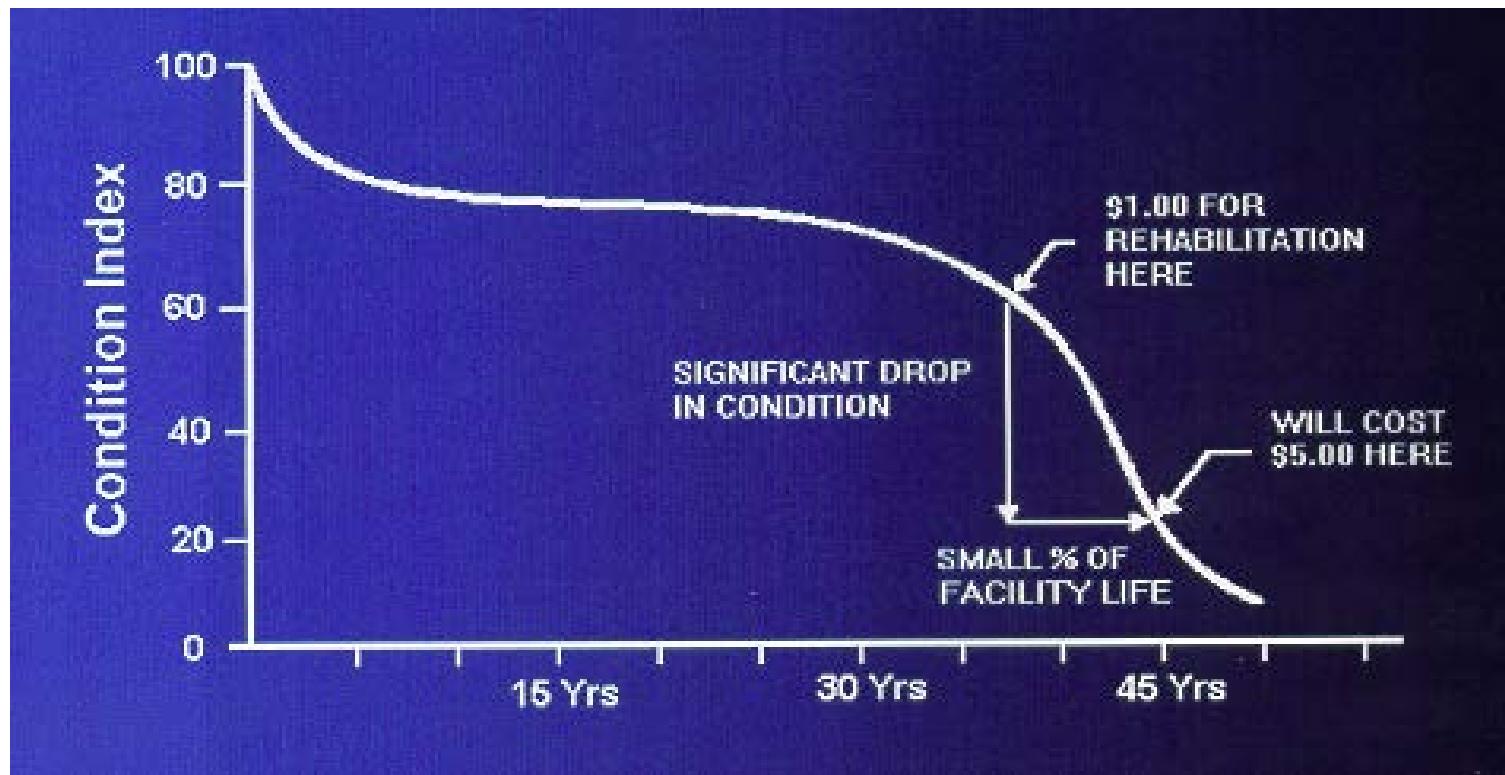
## The “PCI”

- PCI = Pavement Condition Index
- Universal standard
- Rating considers:
  - Distress type (seven common to the bay area)
  - Distress severity (low/medium/high)
  - Distress quantity (measured)
- Scale of 100 to 0
- PCI 100 = Brand New
- PCI 0 = Completely Failed
- Streets evaluated at least every 5 Years
- Rating based on 3-year rolling average

# Pavement Condition Index (PCI)



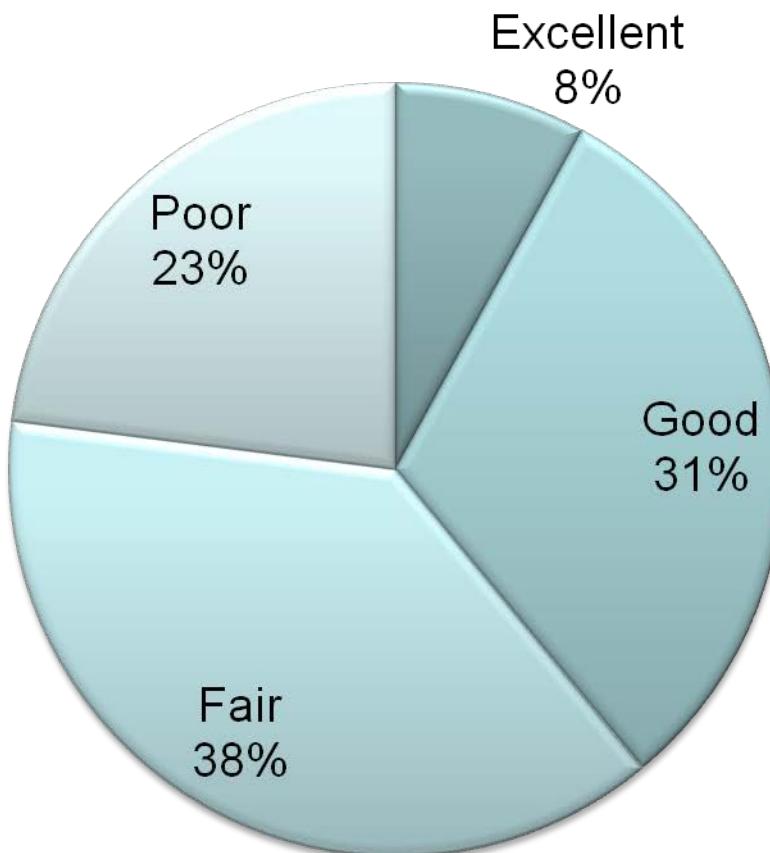
# Pavement Life Cycle (Deterioration Curve)



# Current Condition in Oakland

- Oakland's Average network PCI is 56
- PCI was 63 in 2006
- Bay Area Average is 66
- Oakland ranks 98 of 109 area jurisdictions

# Current Condition Breakdown



# Current Trends

- PCI of overall network will decrease on an annual basis
- Backlog will increase on an annual basis
- Pavement becomes more unsightly
- Potholes and base failures will become more common
- Citizen complaints will increase
- Damage to cars and tires will increase
- Cost to rehabilitate pavement in poor condition is significantly higher than cost to maintain pavement in good condition

# The Story in Potholes Filled

Year	Potholes
2010	3,561
2011	9,939
2012 (Q1 – Q3)	10,320

# Primary Funding Sources

Source	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Prop 42	1.7	2.5	2.6	2.7	2.8
Prop 1B	6.2	0	0	0	0
Federal STP Fund	3.6	0	3.0	0	3.0
Measure B	0	0	0.6	0.6	?
Vehicle License	-	1.5	1.5	1.5	1.5
Total	11.5	4.0	7.7	4.8	7.9

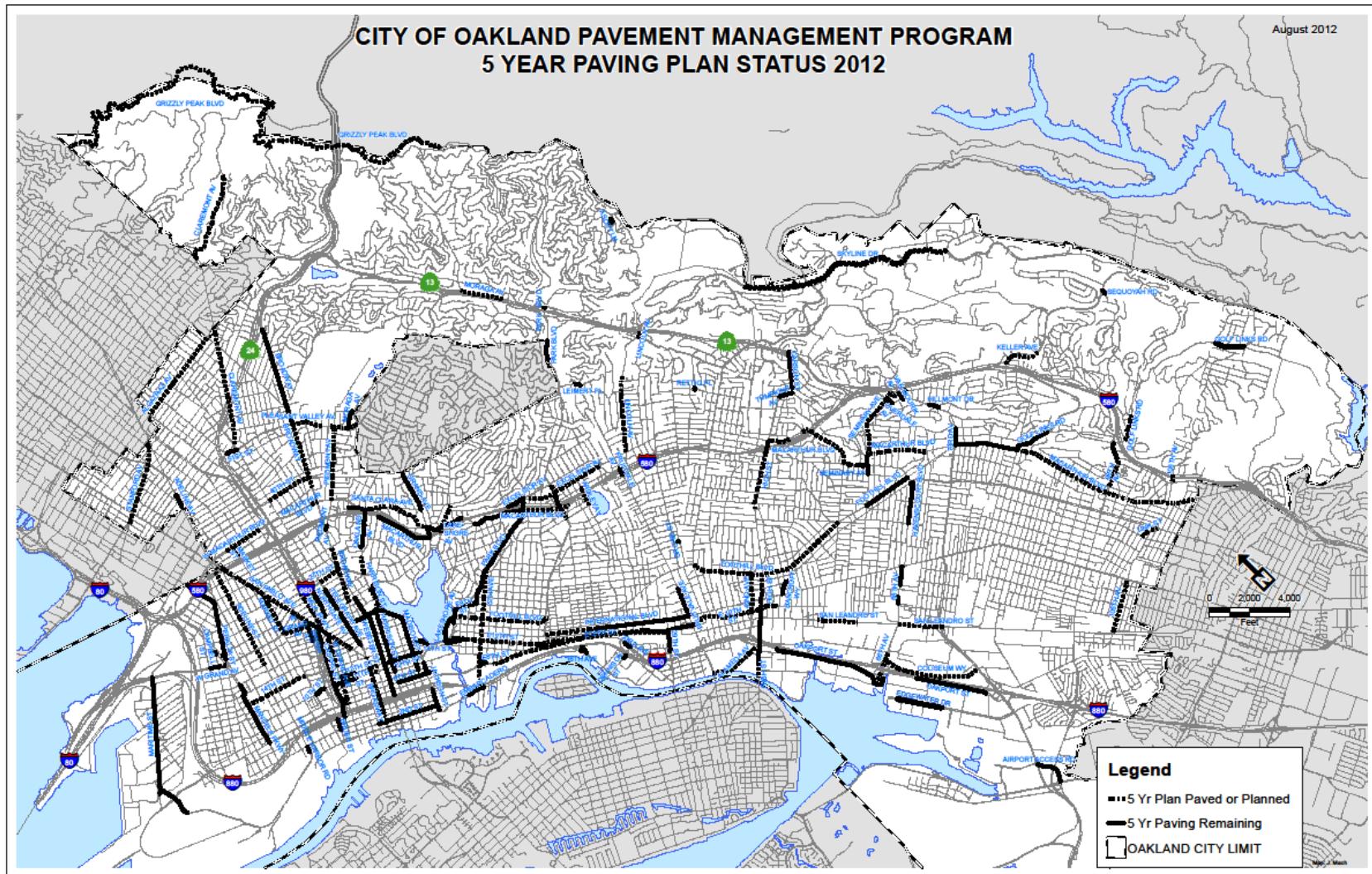
# Projected Conditions

Annual Funding Level	Projected PCI In 2014	Projected Deferred Maintenance In 2014
Current Levels – No Change	49	\$770 Million
\$10 Million	51	\$736 Million
\$23 Million	55	\$697 Million
\$41 Million	60	\$648 Million

# Status of 2007 Plan

- 2007 Pavement Plan
- \$50 Million in Projects
- 80% on Preventive Maintenance
- 20% on “Worst Streets”
- 77 Miles Proposed
- 53 Miles Complete

# 2007 Paving Plan Status



# Funding Options

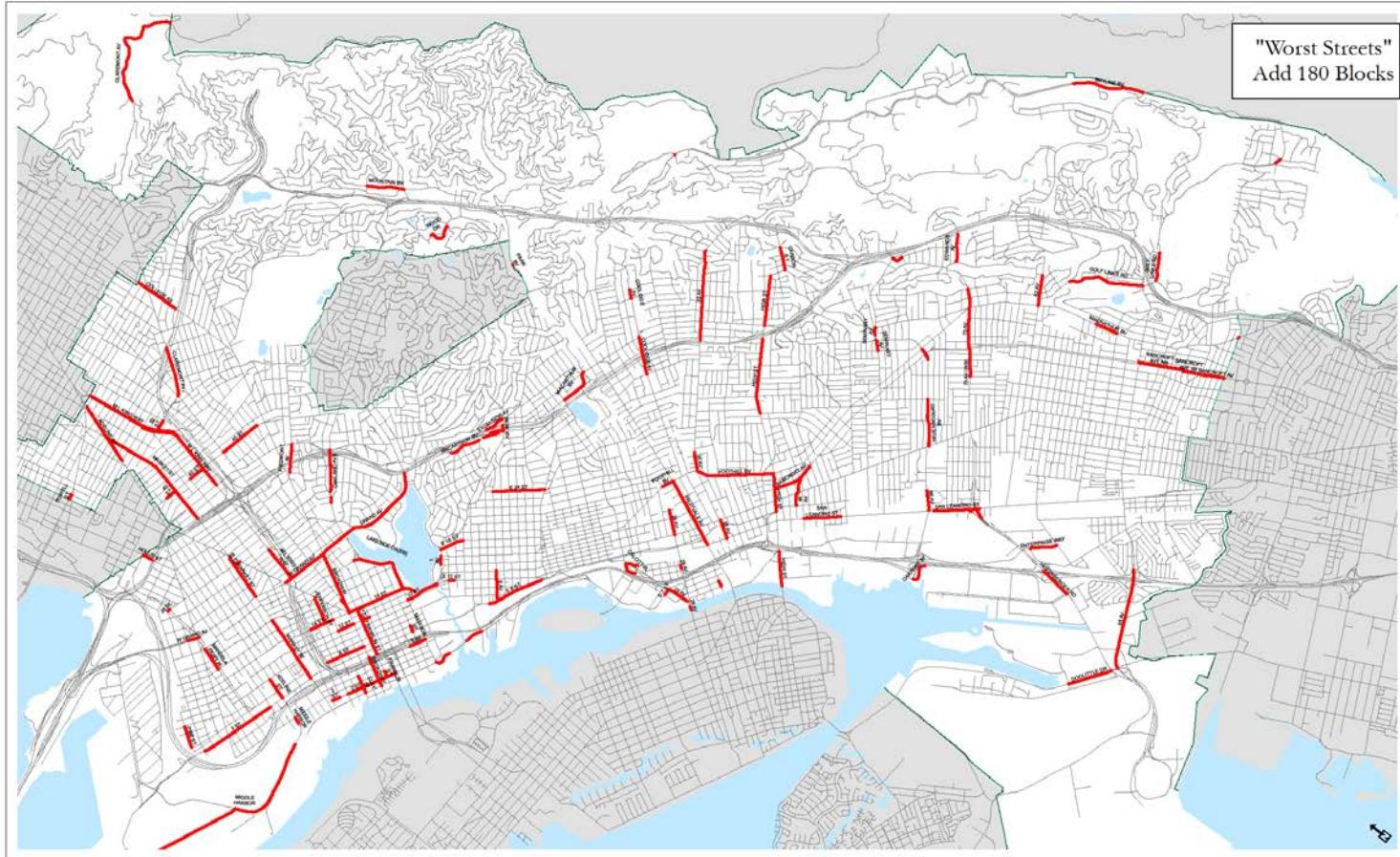
- General Purpose Fund
- Parcel Tax
- Measure B Reauthorization
- General Obligation Bond
- Revenue Bond
- Assessment District
- Development Impact Fee
- Legislative Advocacy

# Recommendations

- IF Measure B is Reauthorized
  - Up to \$8 Million additional for Pavement
  - Begin to Dig Out with Revenue Bonds

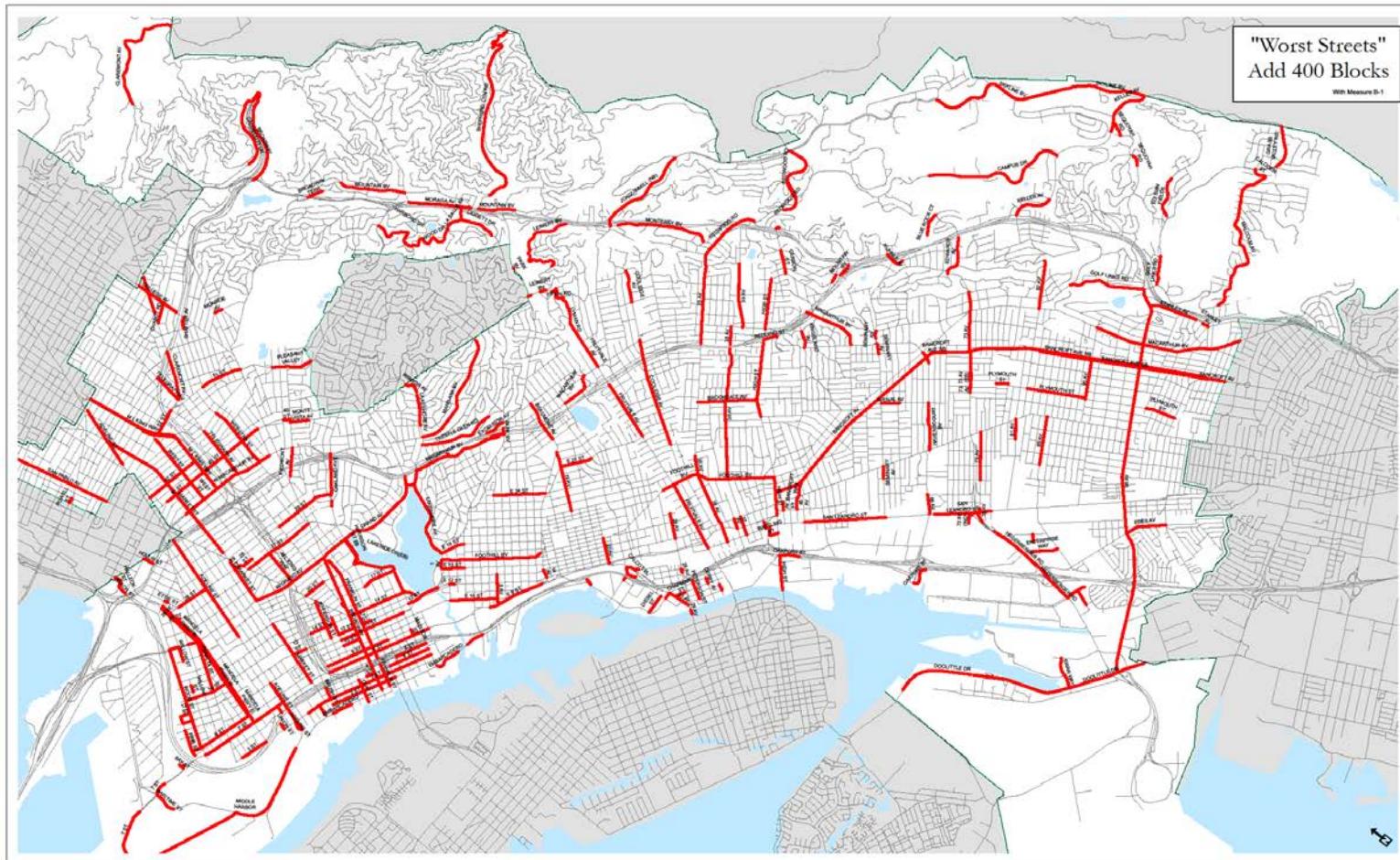
# DRAFT 5-Year Plan – No Funding Change

DRAFT FIVE-YEAR PAVING PLAN  
WITH CURRENT BUDGET



# DRAFT 5-Year Plan – Add Measure B-1

DRAFT FIVE-YEAR PAVING PLAN  
WITH MEASURE B-1



# Questions / Discussion